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A. S. WATSON & CO., LD.
Hongkong, 15th October, 1894.

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The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 9, 1894.

TELEGRAMS.

LONDON, November 8th.
THE UNITED STATES ELECTIONS.
Fuller returns show that the Republican
majority in the House of Representatives is fully
one hundred.

THE LATE CZAR.

The body of the late Czar of Russia was
conveyed on Tuesday by torchlight from the Palace
in Livadia to the church, where it lay in state on
Wednesday. Yesterday it was conveyed by
man-of-war to Sebastopol, and thence it will be
taken to Moscow and St. Petersburg. Free
dinners are given to the poor at each stopping
place, and extraordinary police precautions are
being taken en route.(From the Egyptian Gazette).
FRANCE AND GREAT BRITAIN.CAIRO, October 19th.
Great Britain, feeling herself weakened by the
action of the French at Madagascar, is preparing
to occupy some point in the China Sea.

THE SOUDAN.

Rahab, Sultan of the Lake Tchaud region, will
co-operate against the Mahdists, as will also
General Denham, who has instituted, for this
purpose, a native militia force.

CONSTERNATION IN CANTON.

THE VICEROY ATTEMPTS SUICIDE.

(Special to Hongkong Telegraph.)

CANTON, November 8th.

Great consternation prevails in the native
official circles of this city. The Viceroy Li
Hsiang-shan received the following telegram the
other day from his brother Li Hsiang-chang,
Viceroy of Chihli:—"The mind of the Emperor is inscrutable;
take care and act."His Excellency attempted to commit suicide
the same evening and was with difficulty pre-
vented by his attendants from carrying out his
intention. He is now under strict surveillance
day and night.And all this happens at a time when both the
Governor of Canton and the Tatar General are
away at Peking. We wonder and wait.

This information is thoroughly reliable.

LATE TELEGRAMS.

SIMLA, October 15th.

Owing to the Amir's illness the tour of the
Commander-in-Chief has been postponed *ad in-*
definitum and no new date for his departure will be
fixed for a considerable time.An extraordinary meeting of the Viceroy's
Council was held this morning, the result being
the Commander-in-Chief has postponed his
departure on tour from Simla. Very great
excitement exists in Simla owing to the occur-
rence. Council was summoned at a very short
notice.The Government of India does not regard the
report that the Amir of Kabul is organizing a
movement of Afghans in use against the British
Government, if necessary, as at all probable, and
the report may be safely contradicted.Latest news concerning the extraordinary
meeting of Council held this morning is to the
effect that the Amir of Kabul is very dangerously
ill and may die at any moment.

October 16th.

The Viceroy's Executive Council met this
morning to discuss matters relating to the ill-
ness of the Amir. The Council meeting lasted
some time. No further news has been received
this morning from Kabul, but the latest authentic
accounts stated that the Amir was sinking
heavily.

LONDON, October 16th.

The Times, in a leading article to-day, com-
menting on the negotiations initiated by Great
Britain with a view to securing the adhesion of
the Powers for joint intervention in the state of
affairs in the Far East, says that Her Majesty
the Queen's Government incurred a needless
humiliating rebuff, thereby lowering England's
prestige and impairing her capacity to inter-
vene herself in the war between China and
Japan should occasion arise. The Times adds
that no power appears to be willing to fall in
with the proposal of the British Government to
intervene in the war.

PARIS, October 17th.

M. Le Myre de Villers is expected to reach
Antananarivo to-day. The French Ultimatum,
which will be presented by him to the Hova
Government, demands the recognition of the
exclusive and complete French protectorate
over Madagascar, and the establishment of a
permanent French garrison at the capital Anta-
nanarivo.

LONDON, October 17th.

The Times publishes telegrams from its cor-
respondent at St. Petersburg stating that arrange-
ments are being made to send six steamers of
the Russian Volunteer Fleet from Odessa to
Vladivostok in the Pacific where they will be
equipped as war cruisers. There are about
twelve ships of the Volunteer fleet running as
merchantsmen and they can be easily armed
and used for doing the work of cruisers.Lord Ripon's despatch settling the question of
the Military Contribution of the Straits Settle-
ments will shortly reach Singapore.The Secretary of State for the Colonies does
not expect a specific reduction of the contribution,
but a readjustment of the tribute in a manner
calculated to satisfy the demands of the Colony
is, however, specified in the despatch.

October 18th.

At the half-yearly meeting of the shareholders
of the Chartered Bank of India, which took place
yesterday for the purpose of declaring an interim
dividend for the half-year ended June 30, at the
rate of seven per cent. per annum, the Chairman
said he expected the proposed British dollar
which will be coined in the Bombay mint and
will be available for circulation in the East in the early
months of next year.

St. PETERSBURG, October 19th.

The admission of Princess Alix as a com-
municant of the Greek Church will take place
tomorrow. The marriage of the Crown Prince
with Princess Alix will probably be celebrated
quietly at Livadia.The *Nouvelles* in a leading article, discuss-
ing the situation in Afghanistan arising from
the alarming indisposition of the Amir Abdul
Rahman, states that, if the British intervene in
the event of the Amir's death in favour of his
son Sirrur Habibullah Khan and plant British
influence on the Afghan frontier, it will be the
duty of Russia to establish her influence
likewise on her frontier. The paper expresses
the opinion that the natural consequence of this
policy will lead to the partitioning of Afghanistan
between Great Britain and Russia.

LONDON, October 19th.

The Press throughout Europe deplores the
prospect of the world being deprived by death
of a peace loving Czar. The European bourses
are uneasy.An official inspired statement is published
in the *Daily News* to the effect that two days
after the Cabinet Council at Downing Street
the British Government informed China that
Great Britain was prepared to negotiate in be-
half of her. Overtures were then made by
Great Britain to the other Powers with a
view to arrange for a joint representation
at Tokyo. The Mikado's Government
hearing the overtures enquired whether
the terms for the restoration of peace were
to be of such a nature as to form the basis for
the opening of negotiations with Japan. The
Japanese Government were duly informed on
this point, but no definite reply has yet been
received from Japan. It is believed that the
basis which has now been submitted will be
acceptable to China as well as to Japan. The
majority of the Powers are in accord with Great
Britain, and it is hoped that others who have
at present stood aloof, will eventually support
the British proposals.

LOCAL AND GENERAL.

The British cruiser *Edouard* left for the North
at 5 p.m. to-day.The return match, Hongkong Cricket Club v.
Army and Navy, will be played on the Public
Recreation Ground to-morrow afternoon.THE P. & O. S. N. Co.'s steamer *Canton* left
Singapore for this port at 8 a.m. to-day.The German statistician, Bernhard Cohnstien, has
computed that Greece stands in the first rank
among European countries in the number of
conemarians. He attributes this to its climate.THE O. & S. S. Co.'s steamer *Belgia*, with
mail, &c., which left Hongkong on October 14th
for San Francisco, via Nagasaki, Kobe, Island
Sea and Yokohama, arrived at her destination on
the 7th inst.A REGULAR meeting of Perseverance Lodge, No.
1165, E.C., will be held in the Freemasons' Hall,
Zetland Street, on Friday, the 16th inst., at
8.30 for 9 p.m. precisely. Visiting brethren are
cordially invited."MARY JANE," said the Parson, solemnly, "the
steak is cooked to a crisp, and the potatoes are
raw. You have left undone the things that
ought to be done and done the things that
ought not to be done."THE Norwegian steamer *Normandie*, which
arrived here from Samarang late last night,
reports having passed the ship *Wandering Jew*,
from New York to Hongkong, on the 10th ulto.
In lat. 2.36 deg North and long. 116.43 deg.
East.SERMONS will be preached on Sunday, the 12th
inst., on behalf of the British and Foreign Bible
Society in St. Peter's (Seaman's) Church, Union
Church, German Bethesda Chapel, St. Stephen's
Chinese Church, C. M. S., and in the Chapel of
the Berlin Foundling House.THERE is one widow to every sixteen and a half
of the population of Washington, D.C.; the total
number of widows, as appears by the Federal
census report, is 15,000. The excessive propor-
tion is accounted for by the fact that employment
in many branches of the Government service
has been found for the widows of soldiers.

"CH, papa, who is that ragged man?"

"That, my son, is the great composer of grand
opera.""And who is that fine-looking gentleman with
such good clothes?""That's the man who wrote the latest popular
song, 'Never Let Your Mother Carry Up the
Coals.'"WE would draw attention to the afternoon
performance to be given to-morrow in the
Theatre Royal, City Hall, by Mr. N. Rachwaldy,
assisted by his pupils and several of our popular
local artists, including Messrs. C. G. Brady
and C. T. Robinson. The programme will be
almost identical with Mr. Rachwaldy's previous
successful entertainment, and doubtless there
will be a large attendance.THE Band of the 1st Shropshire Light Infantry
will play the following programme in the
Barnack Square to-night, commencing at 7.30
o'clock:—"The Dragon".....Fairbach.
Quadrille.....Fa Marce.....Faut.
Valce.....Jannotta.....Faut.
Lancers.....Sultan of Mocha.....Oto Roader.
Scherzo.....Henry Duetz.....Fairbach.
Schottische.....Henry Duetz.....Fairbach.
Valce.....Nila.....Fairbach.A CORRESPONDENT sends us the following
letter, the handwriting of a "Victoria College"
upper school-boy, and as it is certainly a
curiosity in its way we give it for whatever it
may be worth:—Dear Morning
My Dear friend
Please A Quel told A. L. excuse me trouble
her house, for last night I am being a drunker,
when you finished your breakfast come my
house at once, I told you some importance thing
belong yours.
Your Sweet
H. P.The following is a free translation of an article
that appeared the other day in a Chinese paper
published in Canton:—Of late the officers of the
Foreign Customs have become very strict and
energetic, the search parties having especially
delighted themselves. They board the river
steamers at Capitanian and search all the way
up. If any old blankets, old shoes, or old clothing
are found, they are seized and the owners have to
go to the Customs office to claim them and pay
a fine. The plea that they are old is not enter-
tained. The Deputy Commissioner answers
that the articles were new once and as there is
no proof that duty was paid on them then, it
must be charged now to make up for the
omission. The Commissioner issued a proclama-
tion the other day and had it posted up in all
the steamers, warning passengers that they
should wear as few clothes as possible, or they
would run a risk of having them confiscated.The *Indian Daily News* lately criticised with
great severity a performance given by the "On
the Thames" Theatrical Company. On Monday
night at the Theatre Royal, Dr. Daly, was about to retire
after a successful evening. The manager of the
company entered his apartment and
having read out the paragraph, cross-examined
the Doctor as to his authority and demanded
redress. This Dr. Daly declined to give and the
ladies then commenced to fling at the Doctor
with cakes which they had brought with them.
An excited scene appears to have followed the
learned Doctor's agility and the torches helping
him to escape. The Commissioner issued a proclama-
tion the other day and had it posted up in all
the steamers, warning passengers that they
should wear as few clothes as possible, or they
would run a risk of having them confiscated.THE *Century* for October has the following
regarding the uses of teakwood:—The gathering
of this timber species has been an industry ever
since man of any colour inhabited the country.
Teak grows only in India and Burma, and in
old palaces and temples it has held indisputable
place for many generations. From the colour
of sandal-wood it changes with age to walnut-
brown. Big unpainted bungalows standing upon
pillars of the wood, sided with it, shingled with it,
lashed with it, defy heat and rain and grow rich
upon their poverty of oil and varnish. They stand,
as brown as autumn, out of green compounds
against summer heat. Vines wrap them,
flowers garland them, years add more and
flicker, but nothing destroys save flame.
Railroad car-wheels, spikes for laying tracks,
pages for better implements of all sorts, are
made of teak. No one saw a shipwright
know just how many parts of a ship are
built from this massive of nature, but every one
who has walked the deck of a ship or steamer has
a consciousness that no amount of holystoning
or dressing of canvas over or under and near
just and traffic can in an ordinary sense affect a
teak-wood floor. The *Century* wood-carver
knows his art is almost how in stone when he
carves leaf and flower, scroll and scroll and
carves, grotesque spikes and vines, gods and
Buddhas, out of rugged teak. The little power
of the steamship shaped like a wide-horn, the stern
of the *Century* built as between two ages as the
highest figure upon it is with the elements, the
strange pillars of strange pillars, the embellish-
ments of the temples, the playthings of the
children—all these are carved from teak.THE O. & S. S. Co.'s steamer *Gaule*, with
mail, &c., left Nagasaki for this port at 4 p.m.
yesterday.DURING the seven months ended October the
Oahu stock market some seventeen million
one year places, and three million year's worth of
other small coins. This is an unprecedented
record. The Mint is now engaged in striking
three hundred thousand year's worth of nickel
coins, the work to be done in three weeks.

A FEW Items of Interest:—

England is going to have lady Oddfellows.
Turkish law prohibits the sale of patent
medicines.The German Army uses 127,000,000 blank
cartridges a year.There are about 1,500 men in England worth
a million or more.CHINESE advisers received from Newchuan state
that in consequence of threatened hostilities in
the immediate neighbourhood of that port, the
transport of beans, bean-cake, etc., from the pro-
ducing districts has become very difficult, and
local characters are therefore not disposed to
enter upon any further engagements, and the
season may consequently close earlier than
anticipated.ACCORDING to a shipping contemporary three
times over this vast class of workmen—mostly
skilled mechanics—directly employed in the
construction of a steamship. When these are
added to those who trade dependent
vessel for support upon the work given by a
vessel, it will be seen that the vessel and its
business is more for the welfare of the country
than almost any other article of manufacture.
The building and running of ships are good
things and should be encouraged.THE low price of silver in Paris is said to have
stimulated the inventive genius of a manufac-
turer, who has consequently made a new metal
by means of an alloy of copper and silver, using
the successful proportions of the two. He has
obtained in the new metal a most extraordinary
degree of strength, and most valuable for resist-
ing sudden or long-sustained strains. There
seems little doubt that the cost of production
will not be so great as to prevent its large use in
the future even should silver greatly increase in
value. To the low price of silver will be cre-
dited the idea of using it as an amalgam for a
specially high-class metal.COAL freights from Japan ports to Shanghai and
this port will have an upward tendency, and
much as \$3.60 per ton from Moji the former
and \$3.20 per ton in the latter port have been
paid. The demand from the Yangtze rice ports
to Canton also continues brisk, but rates are
slightly lower than they were a fortnight ago,
only about 18 to 20 cents per ton per picul being
offered according to the size of the vessels
required for the trade. In other directions very
little has been accomplished, and freights from
Sourabaya, Batavia, and other ports are
inactive, grain at both ports being scantily
supplied; no material improvement in this
quarter can be expected until the new crops
reach the market.RAILWAY statistics for the year 1893 in England
have recently been issued. Three hundred miles
of track constructed during the year make the
total mileage for the United Kingdom, 20,645,
which represents an authorized capital of nearly
£1,100,000,000. There were carried 30,000,000
passengers, 50,000,000 second-class
and 28,000,000 third-class, a total of 108,000,000
in all. Two hundred and eight million tons of
minerals and 85,000,000 tons of general mer-
chandise were transported a distance of
144,000,000 miles. The returns of the capital
invested are steadily diminishing, being now 3.6
per cent, a result due in part to the demands of
the public for increased accommodation and of
the workers for higher wages.RUDYARD KIPLING's seven words for \$1, said to
be the highest price paid for any literary man of
our times, were very simple, says the *Spring-*
field Republican, in comment upon what was
paid Ragsdale for a literary article. Until
McLeod came on the scene, the Reading Rail-
road had used an old sign at the crossing,
"Beware of the engines and cars," with a mass
of further instructions in small print. In some
suits for damages it was claimed that the warn-
ings were not clear. McLeod went to Judge
Paxton, who composed a admirable notice;
"Railroad Crossing—Stop, Look and Listen."
For this little composition he received the
modest sum of \$2,870, or over \$700.66 a word.
When it comes to emolument, the poets are not
in it with the lawyers.THE following is a Scotch tale, as new as that
of Bruce and the spider, and is eminently suited
for reproduction, in costume, at a St. Andrew's
dinner:—A lassie went once to buy a box of
matches in the town, but next day she returned
sahly angry, almost grieved, and said to the
laidie:—"Foot noo, aibine, foot. What for you
said matches that won't light?" The laidie
replied, "Hoots toots, they're all right, Jennie;
see here!"—and lifting his leg he rubbed the
match several times on his kilt, until it flamed
with friction. "Weel, ye make a great mistake,"
says Jennie, "aye ye think that every time when
I want to light the kitchen fire I'm going to
walk 5 miles to strike a light on the seat of your
breeks! gie me ma money back, and take yer
damned kiltentickers!"

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. G. Wise, Acting Puisne Judge.)

November 9th.

THE "KWONG-HOI" COLLISION.

At the Supreme Court this morning the
Acting Puisne Judge decided to continue the
hearing of the *Linko*, *Kwong-Hoi* collision case
next Thursday morning at 10.15.

"CALLS" IN COURT.

The Labuk Planting Company, Ltd., claimed
from Mr. J. S. Perry, share-broker, the sum of
\$330, the amount due on calls on shares
made on the 7th September, 1894, being \$15 per
share on the 22 of the Company's shares held
by the defendant. Mr. E. C. Ellis (Mr. V. H.
Deane's office) appeared for the plaintiff.
There was no defence, and judgment was
entered with costs against Mr. Perry.Mr. J. Lambie, ship-broker, was sued by the
Labuk Planting Company for \$150, calls made
on the 7th September, 1894, of \$15 per share
on ten shares held by the defendant. There
being no defence, judgment for the plaintiff com-
pany, with costs, was entered.

A QUESTION OF POTS AND PANS.

Tob Kwal, cook, sued Mr. W. K. Wylie,
Superintendent of the High-Level Tramway
Company, for \$15.50, for one and a half
month's wages alleged to be due to him forservices rendered. Mr. Wylie disputed the claim
and stated that the sum of \$9.50, which he had
paid into court, was all that was due to the
plaintiff.Plaintiff stated that he gave his master notice
on the 1st September and left his employ on
October 15th, when the defendant asked him to
make good some cooking utensils. The defend-
ant absolutely refused to pay him his wages.Cross-examined—I was not cooking Chinese
chow in your utensils.Mr. Wylie said that on the morning of October
15th he saw the complainant cook Chinese
chow in his utensils. He told him when he
came into his service that there was a separate
cook-house for Chinese, and that if he caught
him cooking in his English utensils he'd have
to make the things good, for they could not
be used for cooking his chow on any future
occasion.His lordship—Judgment for defendant.
Mr. Wylie—And costs?

His lordship—No; you are not a solicitor!

A NIGHT WITH THE HARMSTONS.

Of the many circuses which during the past
twenty years have visited Hongkong it may be
doubted whether any one of them, not even
excepting Charnin's powerful combination of
hippodrome and menagerie in 1882, could vie
for all round excellence with the splendid en-
tertainment which is nightly in full swing at West
Point under the management of the Harmston
family and their expert-aided Fildus Achates, Mr.
Robert Love. The collection of wild animals,
although small, is select and most interesting,
including one of the finest Royal Bengal tigers in
the world, a lion, a couple of Bactrian camels,
a young elephant, and a varied assortment of other
denizens of the forest and jungle. In Japan
recently a great loss was sustained by the death
of a valuable elephant whose "baby" days will be
well remembered by old circus-goers. In the
ring the Harmstons can produce an aggregation
of talent in every branch of the business that
has rarely been equalled and never surpassed in
any travelling circus that has ever visited the
East. Mr. George Harmston as a rider,
acrobat, and horse trainer stands at the head
of the profession, and would be a star in Bar-
mum's, Hengler's, or at the Folies
Bergere in Paris, whilst Mlle. le Blonde
(Mrs. C. Harmston) has few rivals as a
most accomplished equestrian, and a dancer
of talent. The first rank—not merely a
gymnast and power in voluminous drapery,
depending for success on carefully arranged
light-effects, but a thoroughly trained athlete.
It is to be hoped that although a circus ring may
not be particularly suitable for Terpsichorean ex-
hibitions, before the end of the season Mlle.
le Blonde will be able to introduce the Serpen-
tine, "Tara-rabon-de-ay," or other attractive
novelties. With a capital of experience and
performances going back to the times of Ord,
Pallock, Cook, Howes and Curbing, Astley,
Sanger, Hengler, and others—in looking back
it seems an eternity—and having seen in the
ring both in Great Britain and on the Continent
the most celebrated performers, we remember
none who could surpass in fearless and
graceful horsemanship and all round excellence
as an acrobat and gymnast Mr. Gilbert
Fildus—who by the way, entered into the
bonds of wedlock the other day at
Yokohama, the other contracting party
being pretty Miss Blanche Bailey, and we take
this opportunity of wishing "Gillie" and his fair
young bride every happiness. Signor Byssack is a
gem of the first water on the bars and the trapeze,
Frank Harmston and J. Stewart most promising
young riders, Mr. G. Lovett quite a first class
contortionist, and Tommy Durah a clown who
thoroughly knows his business, and is always
amusing without ever verging on vulgarity.
Limited space prevents our enumerating in detail
the special attributes of the whole of the staff,
but we must not omit to notice that Mrs. W. B.
Harmston still retains her old place in the
saddle and her perfect management when
showing an educated horse in the ring, that
Mlle. Oudin is a revelation on the single
trapeze, that Mexican Hill (E. O. Hernandez) is
equally at home in the magic circle and in the
tiger's den, that Mr. Sammy Reich sports a new
dress suit and looks handsomer than ever, and
finally, that Bob Love, modest and jovial as ever,
("I say, Boss,") maintains his claim to be the
smartest and most energetic manager in the busi-
ness. The circus tent is the most commodious
and best appointed ever seen in this colony, the
lighting is perfect, the band, thanks to the able
leadership of Mr. C. Bruce, far above the
average, and the general arrangements in the ring
under the experienced direction of Mr. Charles
Woodward are as near perfection as they
possibly could be. That is a brief description
of Harmston's Circus as it is, and now for a few
remarks about last night's show.Although West Point is a considerable
distance from the centre of the city, it takes a
speedy rickshaman a very few minutes to trans-
port one from the Hongkong Hotel to the "mam-
moth pavilions," and when we arrived there a few
minutes past nine the overture had been played
and the Grand Entree made by eight ladies and
gentlemen on horseback. No special name
is given on the programme for this act, so we
christen it the Garland Entree, and it is about
the most lucrative and at the same time most
graceful exhibition of the kind that can possibly
be imagined. Led by Mr. George Harmston
a series of wonderful evolutions were gone
through, the admirably trained horses behaving
splendidly. Mr. Lovett's contortion act over two
chairs was the next item, and it is something
that has to be seen to be thoroughly under-
stood and appreciated. An exceedingly
clever and at the same time amusing
balancing trick on a balloon by Mr. F. A. Cook
Harmston and "Dumpty" elicited much laughter
and applause, and then Mlle. le Blonde, in a
particularly attractive jockey costume, gave an
exhibition of equestrianism that would be
difficult to match anywhere, finishing with the
famous "bounding act," which was successfully
accomplished at the first attempt. Needless to
say the fair rider was loudly applauded.
Whimsical Tommy Durah's musical efforts were
heavily handicapped by the artist's vocal chords
being in a bad way owing to hoarseness, but the
"goats," most of which were not quite so
autodidactic as is generally the case, went very
well indeed. Signor Byssack's aerial flights from
one trapeze to another were accomplished with
the skill of the thoroughly trained gymnast, and
constituted a performance of a high order.
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tuted a performance of a high order. Signor
Byssack's aerial flights from one trapeze to
another were accomplished with the skill of the
thoroughly trained gymnast, and constituted a
performance of a high order.The water supply of the colony is a subject
of much importance, and one which has of late
years attracted much public attention. The
Sanitary Board, which has the honor of con-
trolling the supply of water to our large and
ever increasing population, should, in view
of the terrible and scandalous experiences of
last year, seriously and conscientiously
consider the question of the Colony's water
supply, instead of going along in the happy-go-
lucky, not to say reckless, manner that has
characterised their policy in this direction
during recent years. Mr. F. A. Cook, who
in the early part of 1893 exploded the popular
theories of those scientists who averred that
on the completion of the Tiamen reservoir our
supply of water would be practically inexhaustible,
has returned to his duties as

FOOTNOTES.

(FROM OUR CORRESPONDENT.)
FOOTNOTES, November 5th.

There is not very much to report from here just now, nearly all the talk being about the war, rumors of which are constantly flying about, and they are so many and so contradictory that one cannot know what to believe. Military preparations continue in the city and large bodies of troops are reported to be coming in daily from the interior.

Training for our Winter Race Meeting, fixed for the 11th, 12th, and 13th, December, commenced some time ago, but so far it has been rather slow. As we are likely to get some ponies from Shanghai, now that the races are over there, matters on our course are bound to get livelier. I heard the other day that "An Old Sportsman" intends coming up to our races. If he does come, I am sure we can show him some good sport.

On Thursday the China Merchants' steamer *Yanching* from Hongkong put in here short of coal. She called again yesterday after getting a supply. On the same day a small steamer named the *Yung-ming*, also from Hongkong, came in for the same reason, and after coaling proceeded to Keelung. It is very difficult to get coal here just now, as all the available supplies have been bought up by the Chinese Government, and only small quantities can be obtained at famine prices.

The numerous musts be much stronger than usual this season, as the three steamers called in here during October short of coal. Mr. Allen, our Vice-Consul at Pagoda Anchorage, left here last trip by the *Namoa* for Amoy on a tiger-hunting expedition, and returned on Saturday, having been successful in bagging a very fine tiger on the morning after his arrival in Amoy. The brute measured ten feet in length and six in height.

A blight has fallen over Pagoda Anchorage in the shape of a gang of from two hundred and fifty to three hundred men, women, and children—made up of refugees who were washed out of house and home by the floods in Hupeh, and bad characters discharged from the Chinese army. You can imagine what a bad lot the latter must be to get discharged at the present critical time, when soldiers are said to be sorely needed. They are going round begging in the "If you don't give it to me I'll take it" style, and so giving another charm to life of Pagoda Anchorage, where matters have been rather dull since the river was closed.

BRITAIN'S INTEREST IN THE WAR.

The interest of the British public in the struggle between China and Japan is a good deal more than a mere outsider's curiosity and concern, the beatings of Russian semi-official organs to the contrary notwithstanding. The foreign trade of these two Eastern nations is carried on chiefly with British possessions and in British ships. In Korea also the bulk of the imports are British goods, and in the Peninsula of Korea we hold, commercially and politically, the largest stake in Korean commerce and prosperity. It therefore follows that the war being waged by Japan against China must deeply affect, in the present and for the future, British interests in the Far East; and it may even be said to be a matter of British policy, and the time is therefore opportune, as the *Scotsman* truly remarks, for setting forth clearly the grooves and direction in which the trade of these countries has been moving since we opened their gates to the commerce and civilization of the Great West—to read the last passages of the chapter of political and commercial history which may soon close, and, if possible, guess from them how the chapter about to open is likely to run. Fortunately, says our Scotch contemporary, we have the material in two reports, which appeared simultaneously, prepared by the officials of Her Majesty's Legations at Peking and Tokyo, and dealing respectively with the foreign trade of China and with that of Japan. It has often been said that the once supreme control which we possessed of the over-seas commerce of the two great Empires of Eastern Asia has been slipping from us. It hardly needs to be said that this view is borne out by the facts and figures contained in these reports, or at all events by those that relate to Japan. At the same time, great changes in the nature and conditions of Eastern trade have been in progress during the last ten or twenty years, and the war is certain to give impetus to these, and to bring in new and powerful factors of a revolutionary kind. One outstanding fact is that the trade of Japan is developing at an extremely rapid rate, while that of China has been by comparison standing still, or has even in some cases been undergoing retrogression. The commerce of China is still, of immensely greater importance to us and to the world at large than that of Japan, but Japanese foreign trade is coming up on its hand over hand. Last year the value of the foreign trade carried on at the Japanese treaty ports reached the handsome total of over twenty-three millions sterling. Imports were about a quarter of a million sterling more than exports in value, and the figures have only been exceeded in the year 1890. Exports showed a decline of nearly one and three-quarters of a million sterling on the total for the previous year, but this fall is wholly accounted for by what may be hoped was the temporary cause of the commercial crisis and consequent diminished demand for such Japanese staples as silk and tea in the United States. Compared with the figures of the previous decade, the gross value of the foreign trade of Japan showed an increase of close upon six and a half millions; and, in point of fact, it has almost doubled in the past ten years.

What position does the British share hold in the large and growing outside trade of the Mikado's Empire? The question is one of extreme interest, more particularly in view of the fact that under the new treaty just concluded with Japan, it is provided that the whole country, and not merely a few ports, will be opened up to Western enterprise. The answer is not unsatisfactory. Direct British trade with Japan has, indeed, lost somewhat the predominant position it once held. But this is not because it has fallen off—it has, on the contrary, increased—but it is due to the growth of the aggregate foreign commerce of the country, much of which ultimately finds its way to the United Kingdom. The most marked development of Japanese trade has been with other Oriental countries, and, leaving China aside, this means in effect more active business with Hongkong, with Singapore, with India, and with Australia, all of them British possessions. "In everything which the United Kingdom can supply to Japan," we read, "she still stands far in advance of all competitors." As a purchaser from Japan the British Empire runs the United States close; and the value of British goods imported is nearly four times as great as that of Germany, which comes next in order. So long as we hold over 40 per cent. of the whole foreign trade of Japan and own two-thirds of the tonnage employed in its commerce, it is not surprising that the "British of the East" must be greater than that of any other nation. Whether we shall continue to hold this place it is left for ourselves and for events to determine. Japan is no longer merely a consumer of British and other foreign goods and an exporter of raw produce and certain special staples. It is taking its place as a great producing and manufacturing country. A good

deal of the increased imports of last year may be set down to the account of preparations for the present war; a good deal more is attributable to machinery and other appliances which the Japanese have acquired with the object of competing with and ultimately ousting foreign goods from their own and neighbouring markets. In the distribution of two great agents of force and light—coal and matches—Japan is already competing with and superseding us on its own soil and in adjoining countries. Japanese matches and Japanese coal are pushing themselves into all the treaty ports of China, Korea, and Formosa, and have advanced as far to the west and south as Singapore. Japanese-made yarns are taking the place of the products of the Bombay mills, just as the latter pushed out a few years ago the yarns of Lancashire. Japanese cotton goods are also bidding for notice in neutral markets as well as at home; and more than a quarter of a million sterling's worth of mill machinery of English make was introduced last year into Japan to provide, as the report to the Foreign Office puts it, "the means of, at some near day, competing successfully with Lancashire spinners."

While all this points to changes in the trade between this country and Japan, it need not point to decline. Indeed, the further the development of that country proceeds, and the more it acquires Western wants, the greater, although at the same time the more miscellaneous, we may expect its future international commerce to be. China presents a more perplexing and a less encouraging problem. Many influences adverse to trade, and notably to trade with this country, have affected the Chinese Empire in recent years. It is possible to trace most, although not all of them, to the stubborn resistance to reforms and the anti-foreign feeling which the Chinese Government and people have continued up till now to manifest. But they can hardly be held responsible for the opening of the Suez Canal, which diverted a great deal of trade which used to pass in transit through London to Continental ports direct; or for the fall in the exchange value of silver, or for the anti-opium agitation in this country, all of which have played an important part in the depression of foreign trade and of British interests in China. Probably the Chinese themselves are in part at fault for the rapid decline in the taste and demand for China tea; but one of the features of the business done last year was that contrary to the gloomy anticipations so freely indulged in to the effect that it was doomed to extinction and ruin, the tea trade actually surprised people by its expansion and partial recovery. On the whole, however, there was a decline in the foreign trade of China in 1893, especially in imports; and this was the more remarkable and disquieting, seeing that the year was generally speaking, a prosperous one for the Chinese themselves. The constant fall in the gold value of silver, intensified by the closing of the Indian mints to free coinage, and producing as it did a rise in the currency price of many articles of foreign importation, was, perhaps, the principal cause of the slackness of trade. It operated adversely on business in many ways, and surprise is expressed that the commercial failures and losses were not greater than they were reported to be. Not only were the goods on which foreign imports into China chiefly rely—especially English cotton goods and Indian yarns and opium—raised in price beyond the means of a poor people to purchase them freely; "all whose salaries in the country are paid in silver find their incomes reduced by more than half" with consequences upon trade that may be imagined. Silver has been falling for a long period, but up till now the gold price of the Lancashire goods exported has fallen almost *part passu*; and the peculiarity of the present situation is that the Manchester market has ceased to keep pace with the downward course of silver. Looking back over twenty or twenty-five years' experience of Shanghai trade, the following serious facts come to light:—Direct imports to China from this country have fallen off 6 per cent. from the figures of 1873, and exports have fallen 75 per cent. in value. Whereas in 1873 imports from the United Kingdom formed 50 per cent. and from the whole British Empire 50 per cent. of the whole business of the port, they now form only 25 and 30 per cent. respectively. Direct exports from this country constituted 65 per cent. of the trade twenty years ago, and last year only 15 per cent. The Anti-Opium philanthropists have not much reason to congratulate themselves upon the effects of their agitation. They have helped to abridge and derange trade, and also to poison the Chinese with an inferior and adulterated kind of native growth and manufacture. Our Consul at Amoy is only one of many who report that native opium is supplanting wheat, "so that the farmers grow poppies on their land and import flour from America!" This Chinese opium, according to the report from Tientsin, is adulterated with a repulsive and most deleterious preparation known as "Tientsin cake," made from "boiled down skins and all kinds of gummy refuse, to which opium has been added in the boiling or any other way that induces the taste and smell of opium." But for the main cause of the backward trade and the present straits of China we are brought back to the blind conservative instincts of its rulers, who oppose all efforts to open up the country or introduce European methods and inventions. A sample instance is the delay in the construction of the North China Railway, intended to develop the natural resources of Manchuria and to find a terminus at China's chief naval station of Port Arthur. Had this work been pushed forward China would have been in a far different position for fighting Japan by land and sea than she is to-day. But delay has occurred, because, we read, "the extraordinary festivities for the celebration of the 60th birthday of the Empress Dowager this year caused the Government largely to neglect money," and they are even alleged to have laid hands on half of the railway subsidies.

THE MADAGASCAR IMBROGLIO.

GREAT BRITAIN BLAMED FOR ALL THE TROUBLE.

Serious trouble has been brewing in Madagascar for some time past and, as reported by Reuters, threatens shortly to come to a head in war. As to the causes and circumstances of the quarrel between the French and the hapless Hovas, it is, says the *Scotsman*, hard to trace. It is impossible to disentangle these from the violent *ex parte* statements made on behalf of the two disputants. This is the more disturbing, seeing that the British name and British interests are haled into the front of the dispute by both the principal parties. A certain hollow section of the Paris press has amused itself for several weeks past by abusing Britain under the pretext of discussing the Madagascar question. These patriots perceive the perfidious hand and the malign influence of England behind the resistance of the Malagasy to submission to the flag of France, as they find them behind all the other obstacles which the Republic meets with on the path of Colonial Empire. They prophesy openly of a great war, a renewal of the long conflict between France and Britain for the control of the Indian Ocean and of Eastern trade, and they point to Madagascar as the key of the position, command of which will secure for our neighbours the fulfilment of the grand projects of Sully and Duplessis. To the cooler blood of the people of

our island these vapourings may seem foolish enough, but this should not blind us to the fact that there are real difficulties and even dangers in the situation. Possession of Madagascar has been for two centuries and more a goal of French ambition. All their attempts at subjugation and colonization have hitherto resulted in failure, but some ten years ago they appeared to have obtained at last something like a solid footing on at least the coasts of Madagascar. The war waged at that time against the Hova Government was not very successful from a military point of view, but the treaty which came out of it was claimed by our neighbours as a diplomatic victory. The ruling power at Antananarivo, while making no express acknowledgment of sovereignty, was understood to consent to the control of its foreign relations by France, to the cession of a harbour in Diego Suarez Bay at the northern extremity of the island, and to the stationing of a Minister-Resident at the capital. Following this came the recognition by Britain, under the Anglo-French agreement of August 1890, of the French Protectorate over Madagascar, as part of the bargain by which France acknowledged the validity of our new position in the territories of the Sultan of Zanzibar. Whatever may be said of the wisdom of making such a treaty as a question of general Eastern policy, or from the point of view of the Malagasy—who, in point of fact, keenly resented action which they regarded as a giving away of their rights to suit our own needs—it at least showed that our statesmen were not influenced by that jealousy and hatred of France which organs like the *Figaro* assert to be the key-note of all our diplomacy.

That treaty, it may be taken for granted, we mean loyally to observe, in spirit and in letter, and to stand by our obligations to the contrary offered by the over-zealous pushing of French claims on the Nile, the Niger, the Congo, the Gabon, and the Mekong. So far as is known, there has as yet been no question raised as to the meaning and construction of the treaty which cannot be readily solved by diplomatic means; and in spite of the mischief-making Chauvinist press of Paris, it is earnestly to be hoped and believed that the kind will come up. It is with the Hovas, the semi-civilized and semi-Christianized ruling race of Madagascar, that France has her quarrel. The native Government at Antananarivo are not disposed to acknowledge or give effect to a French Protectorate, at least in the form which the agents of France desire to impose. The treaty left with them the untrammelled management of their internal affairs—Home Rule, in short. France contends that it gave her at the same time the complete supervision and management of the external affairs of Madagascar; but this the Hova Queen and her councillors will by no means admit. The Malagasy Prime Minister has consistently refused to agree to the French Government issuing the exequatur to the Consul and other representatives of foreign Powers. The French complain of bad faith, and of insults and outrages offered to their countrymen. It is quite probable that these complaints are well-founded, although, looking to the level of civilization and morality of the Hovas, it is not surprising that they should be so. It is not to be denied that relations between the foreign Power that desires to impose its suzerainty and the native authority that is indisposed to accept it have gone from bad to worse, and have ended in a deadlock, and the fact may be regarded as a warning of the danger and insecurity of any Home Rule bargain. What has now happened is understood to be that the ultimatum has been addressed, through her Minister-Resident, M. de Myre de Villers, to the Court of Antananarivo, the effect of which is that the Hovas must consent to a full control of their affairs by France, including a surrender on the exequatur question, and that a further cession of territory shall be made in the neighbourhood of Diego Suarez Bay and indemnity paid for past misdeeds. It is not expected that a favourable reply will be received in this respect. M. de Myre de Villers, record, both in Madagascar and in Siam, has not been conspicuously successful, and preparations are accordingly being made for sending out a military expedition to enforce the French terms. On the side of the Hovas, also, the signs are far from being pacific. They have been for some time preparing for resistance by importing ammunition and other military stores. They have an army part of which has been drilled and armed on European models, and different estimates have been formed of its fighting power. A French advance on the capital would not be a march over, even were the natural difficulties of the country much less serious than they are. As in their previous encounters with foreign invaders, however, the Malagasy are relying upon their two great General—forest and fever.

It may be asked—Where in all this imbroglio is to be found the pretext for British interference or the occasion for French complaint against us? The ingenuity of the fire-eaters of the type of Prince Henri of Orleans is equal to discovering that we are at the bottom of the whole mischief. It is with them a grievance and a wrong to France that Madagascar should have received what seeds of civilization and Christianity it possesses through the labour of British missionaries, and that yet a full half of the trade of the island is in British hands. It is well known to them that if the policy of free intercourse with foreign countries—which the active-minded Prince-Comptroller and Prime Minister at Antananarivo favour, were carried out, British rather than French trade would be the gainer. Large concessions have also been granted to British companies for the development of the mineral and other resources of the island; one such body of concessionaries has been granted rights over a vast territory of 20,000 square miles between the capital and the West Coast, and such rights the French are bound by their treaties to respect. It is conjectured that it is the success of these British enterprises in attracting labour and opening prospects of gain, that has been the real inspiration of the French Ultimatum. Granting that it is refused, there are three routes by which a French expedition might advance on the Hova capital, and of these the easiest and safest, although the longest in distance, is that which passes through the British concessions. It is inevitable, if this road be chosen, that difficulties will arise, and that claims of indemnity will be made which the British Government will be bound to support, so far as they are just and reasonable. The danger, then, all the world knows, is that the French will assume a critical form, as between France and this country, even should war break out between the Hovas and the French, because there is no reason to suppose that the tone and attitude of the *Figaro* and the fire-eaters represent the tone and attitude of the French nation and Government towards a friendly and neighbouring Power. A true mirror of the mind of the French Ministry is probably to be seen in the temperate article in the *Times*, which is read as a snub to the "Colonial" party. For France's own sake, to say nothing of the Malagasy and their ancient civilization, it is sincerely to be hoped that war may still be averted. It is true that Prince Henri of Orleans is heard crying "On to Antananarivo," as the other day he was shouting "On to Bangkok." "Beyonce," less from your scabbards," he shouts in his best English vein, "your cannon! your drums and trumpets. The honour of France is at stake!" But the honour of France is not yet in the hands of a junior son of the Pretender's house; the French

Government know that a march to Antananarivo would not be a parade—that it would cost thousands of lives and millions of money. In no case would the gains be worth the candle. France could, of course, play it if she chose. It is to her power, at a frightful sacrifice, to conquer Madagascar. But the Republic would be weakened at home. It would not be strengthened abroad. French and British relations in the Indian Ocean would be put into more perilous position. France in Diego Suarez and Zanzibar would be a perpetual challenge to the peace of Africa and of the East. The promising beginning of a native civilization in the great African island would be destroyed. Another market for our trade would be lost. With all these things at stake, we cannot but look with anxiety to what is about to happen in Madagascar.

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CHINA COAST METEOROLOGICAL REGISTER.

8th November, 1894.—At 4 p.m.

STATION.	Barometer.	Thermometer.	Wind.	Direction.	Force.	Weather.	State of Sea.
Whitbread	30.00	51	SSE		0	b	
Nagasaki	30.08	50	SSE		0	b	
Yokohama	30.10	49	SSE		0	b	
Banquo	30.16	48	NW		0	b	
Amoy	30.05	47	NW		0	b	
Swatow	30.07	46	NW		0	b	
Canton	30.04	45	NW		0	b	
Hankow	30.02	44	NW		0	b	
Shanghai	30.00	43	NW		0	b	
Hangchow	30.00	42	NW		0	b	
Keelung	30.00	41	NW		0	b	
Amoy	30.00	40	NW		0	b	
Swatow	30.00	39	NW		0	b	
Canton	30.00	38	NW		0	b	
Hankow	30.00	37	NW		0	b	
Shanghai	30.00	36	NW		0	b	
Hangchow	30.00	35	NW		0	b	
Keelung	30.00	34	NW		0	b	
Amoy	30.00	33	NW		0	b	
Swatow	30.00	32	NW		0	b	
Canton	30.00	31	NW		0	b	
Hankow	30.00	30	NW		0	b	
Shanghai	30.00	29	NW		0	b	
Hangchow	30.00	28	NW		0	b	
Keelung	30.00	27	NW		0	b	
Amoy	30.00	26	NW		0	b	
Swatow	30.00	25	NW		0	b	
Canton	30.00	24	NW		0	b	
Hankow	30.00	23	NW		0	b	
Shanghai	30.00	22	NW		0	b	
Hangchow	30.00	21	NW		0	b	
Keelung	30.00	20	NW		0	b	
Amoy	30.00	19	NW		0	b	
Swatow	30.00	18	NW		0	b	
Canton	30.00	17	NW		0	b	
Hankow	30.00	16	NW		0	b	
Shanghai	30.00	15	NW		0	b	
Hangchow	30.00	14	NW		0	b	
Keelung	30.00	13	NW		0	b	
Amoy	30.00	12	NW		0	b	
Swatow	30.00	11	NW		0	b	
Canton	30.00	10	NW		0	b	
Hankow	30.00	9	NW		0	b	
Shanghai	30.00	8	NW		0	b	
Hangchow	30.00	7	NW		0	b	
Keelung	30.00	6	NW		0	b	
Amoy	30.00	5	NW		0	b	
Swatow	30.00	4	NW		0	b	
Canton	30.00	3	NW		0	b	
Hankow	30.00	2	NW		0	b	
Shanghai	30.00	1	NW		0	b	
Hangchow	30.00	0	NW		0	b	
Keelung	30.00	-1	NW		0	b	
Amoy	30.00	-2	NW		0	b	
Swatow	30.00	-3	NW		0	b	
Canton	30.00	-4	NW		0	b	
Hankow	30.00	-5	NW		0	b	
Shanghai	30.00	-6	NW		0	b	
Hangchow	30.00	-7	NW		0	b	
Keelung	30.00	-8	NW		0	b	
Amoy	30.00	-9	NW		0	b	
Swatow	30.00	-10	NW		0	b	
Canton	30.00	-11	NW		0	b	
Hankow	30.00	-12	NW		0	b	
Shanghai	30.00	-13	NW		0	b	
Hangchow	30.00	-14	NW		0	b	
Keelung	30.00	-15	NW		0	b	
Amoy	30.00	-16	NW		0	b	
Swatow	30.00	-17	NW		0	b	
Canton	30.00	-18	NW		0	b	
Hankow	30.00	-19	NW		0	b	
Shanghai	30.00	-20	NW		0	b	
Hangchow	30.00	-21	NW		0	b	
Keelung	30.00	-22	NW		0	b	
Amoy	30.00	-23	NW		0	b	
Swatow	30.00	-24	NW		0	b	
Canton	30.00	-25	NW		0	b	
Hankow	30.00	-26	NW		0	b	
Shanghai	30.00	-27	NW		0	b	
Hangchow	30.00	-28	NW		0	b	
Keelung	30.00	-29	NW		0	b	
Amoy	30.00	-30	NW		0	b	
Swatow	30.00	-31	NW		0	b	
Canton	30.00	-32	NW		0	b	
Hankow	30.00	-33	NW		0	b	
Shanghai	30.00	-34	NW		0	b	
Hangchow	30.00	-35	NW		0	b	
Keelung	30.00	-36	NW		0	b	
Amoy	30.00	-37	NW		0	b	
Swatow	30.00	-38	NW		0	b	
Canton	30.00	-39	NW		0	b	
Hankow	30.00	-40	NW		0	b	
Shanghai	30.00	-41	NW		0	b	
Hangchow	30.00	-42	NW		0	b	
Keelung	30.00	-43	NW		0	b	
Amoy	30.00	-44	NW		0	b	
Swatow	30.00	-45	NW		0	b	
Canton	30.00	-46	NW		0	b	
Hankow	30.00	-47	NW		0	b	
Shanghai	30.00	-48	NW		0	b	
Hangchow	30.00	-49	NW		0	b	
Keelung	30.00	-50	NW		0	b	
Amoy	30.00	-51	NW		0	b	
Swatow	30.00	-52	NW		0	b	
Canton	30.00	-53	NW		0	b	
Hankow	30.00	-54	NW		0	b	
Shanghai	30.00	-55	NW		0	b	
Hangchow	30.00	-56	NW		0	b	
Keelung	30.00	-57	NW		0	b	
Amoy	30.00	-58	NW		0	b	
Swatow	30.00	-59	NW		0	b	
Canton	30.00	-60	NW		0	b	
Hankow	30.00	-61	NW		0	b	
Shanghai	30.00	-62	NW		0	b	
Hangchow	30.00	-63	NW		0	b	
Keelung	30.00	-64	NW		0	b	
Amoy	30.00	-65	NW		0	b	
Swatow	30.00	-66	NW		0	b	
Canton	30.00	-67	NW		0	b	
Hankow	30.00	-68	NW		0	b	
Shanghai	30.00	-69	NW		0	b	
Hangchow	30.00	-70	NW		0	b	
Keelung	30.00	-71	NW		0	b	
Amoy	30.00	-72	NW		0	b	
Swatow	30.00	-73	NW		0	b	
Canton	30.00	-74	NW		0	b	
Hankow	30.00	-75	NW		0	b	
Shanghai	30.00	-76	NW		0	b	
Hangchow	30.00	-77	NW		0	b	
Keelung	30.00	-78	NW		0	b	
Amoy	30.00	-79	NW		0	b	
Swatow	30.00	-80	NW		0	b	
Canton	30.00	-81	NW		0	b	
Hankow	30.00	-82	NW		0	b	
Shanghai	30.00	-83	NW		0	b	
Hangchow	30.00	-84	NW		0	b	
Keelung	30.00	-85	NW		0	b	
Amoy	30.00	-86	NW		0	b	
Swatow	30.00	-87	NW		0	b	
Canton	30.00	-88	NW		0	b	
Hankow	30.00	-89	NW		0	b	
Shanghai	30.00	-90	NW		0	b	
Hangchow	30.00	-91	NW		0	b	
Keelung	30.00	-92	NW		0	b	
Amoy	30.00	-93	NW		0	b	
Swatow	30.00	-94	NW		0	b	
Canton	30.00	-95	NW		0	b	
Hankow	30.00	-96	NW		0	b	
Shanghai	30.00	-97	NW		0	b	
Hangchow	30.00	-98	NW		0	b	
Keelung	30.00	-99	NW		0	b	
Amoy	30.00	-100	NW		0	b	

The Share Market.

LATEST QUOTATIONS.	
RANKS.	
Hongkong and Shanghai Bank—95 per cent.	
The National Bank of China, Ltd.—on £8.00.	
The National Bank of China, Ltd.—Founders' shares nominal.	
The Bank of China, Japan & the Straits, Ltd.—Founders' shares—£5 buyers.	
CHINESE LOANS.	
Chinese Imperial Loan of 1896—£11 per cent.	
MARINE INSURANCES.	
Union Insurance Society of Canton—\$125 per share.	
China Marine Insurance Company—\$61 per share.	
North China Insurance—£175 per share.	
Canton Insurance Company, Limited—\$144 per share.	
Yankee Insurance Association—\$75 buyers.	
On Tai Insurance Company, Limited—£15 per share.	
The Straits Insurance Co., Ltd.—\$161 per share.	
FIRE INSURANCES.	
Hongkong Fire Insurance Company—\$178 per share.	
China Fire Insurance Company—\$75 per share.	
The Straits Fire Insurance Co., Ltd.—\$41 per share.	
SHIPPING.	
Hongkong, Canton, and Macao Steamship Co.—\$41 per share.	
China and Manila Steam Ship Company—\$66 buyers.	
Indo-China Steam Navigation Company, Limited—\$49 buyers.	
Douglas Steamship Company—\$46 buyers.	
China Mutual Shipping Co., Ltd.—(Preference)—\$61 per share.	
China Mutual Shipping Co., Ltd.—(Ordinary)—\$41 per share.	
REFINERIES.	
China Sugar Refining Company, Limited—\$148 per share.	
Lungh Super Refining Company, Limited—\$48 buyers.	
MINING.	
Panion Mining Co.—(Ordinary)—\$41 per share.	
Panion Mining Co.—(Preference)—\$50 per share.	
The New Gold Mining Co., Limited—\$40 per share.	
The New Gold Mining Co., Limited—\$40 per share.	
Soochow Charbonnages de Tonkin—\$40 per share.	
The Japan Mining and Trading Co., Limited—\$40 buyers.	
DOCKS, WHARVES AND GODOWNS.	
Hongkong and Whampoa Dock Company—78 per cent.	
Geo. Fenwick & Co., Limited—\$18 per share.	
Hongkong and Kowloon Wharf and Godown Company—\$37 per share.	
Wanchai Warehouse Co., Ltd.—\$40 per share.	
HOTELS.	
Hongkong Hotel Company—38 per share.	
Hongkong Hotel Co.'s Six per cent. Debentures—\$101.	
The Aberdeen Hotel Co., Limited—nominal.	
LANDS AND BUILDING.	
The Kowloon Land Investment Co., Limited—\$101 per share.	
The Kowloon Land Investment Co., Limited—\$101 per share.	
The West Point Buildings Co., Limited—\$20 per share.	
Humphreys Estate and Finance Co., Ltd.—\$14 per share.	
DISPENSARIES.	
A. S. Watson & Co., Limited—\$101, sales and buyers.	
Dakin, Crickbank & Co., Limited—\$11 per share.	
MISCELLANEOUS.	
Hongkong Dairy Farm Co., Limited—\$5 per share.	
H. G. Brown & Co., Limited—\$31 per share.	
Hongkong Rope Manufacturing Company, Limited—\$101 per share.	
Hongkong Gas Company—\$125 per share.	
Hongkong Ice Company—\$78 per share.	
Hongkong and China Bakery Company, Limited—\$40 per share.	
The Hongkong Brick and Cement Co., Limited—\$4 per share.	
The Greep Island Cement Co.—\$1 buyers.	
The Hongkong Electric Light Co., Limited—\$4 to buyers.	
The Hongkong High-Level Tramway Co., Limited—\$70 buyers.	
Campbell, Moore & Co., Ltd.—\$3 per share.	
EXCHANGE.	
On LONDON—Bank, T. T. 2/11	
Bank Bills, on demand 2/11	
Bank Bills, at 4 months' sight 2/11	
Credits at 4 months' sight 2/11	
Documentary Bills, at 4 months' sight 2/11	
On PARIS—Bank, T. T. 2/64	
Bank Bills, on demand 2/64	
Credits, at 4 months' sight 2/70	
On INDIA—T. T. 190	
On Demand 190 1/2	
On SHANGHAI—Bank, T. T. 7 1/4	
Private, 30 days' sight 7 1/4	
Sovereigns (Bank's buying rate) 85.33	
Silver (per oz.) 29 1/2	

VISITORS AT THE PEAK HOTEL.

Mr. M. G. Allen.	Mr. M. Jones.
Mr. J. G. Buckle.	Mr. Medhurst.
Mr. J. A. Chaudet.	Major and Mrs. Moore.
Miss Coe.	Mr. J. L. Prosser.
Mr. R. P. Dipple.	Mr. Sanderson.
Mr. J. P. Dowling.	Mr. and Mrs. Sanson.
Mr. D. Paragharson.	Mr. F. H. Slaght.
Mr. J. Hansen.	Smith and family.
Mr. W. S. Harrison.	Mr. A. G. Stokes.
Mr. John J. Hoar.	Rev. and Mrs. Vallage.
Mr. G. Holmes.	Capt. Geo. Vasey.
Mr. J. E. Macrae.	Mrs. H. Wilson.

VISITORS AT THE HONGKONG HOTEL.

Mr. L. S. Adelman.	Mr. R. Lyall.
Mr. T. D. Alford.	Mr. H. MacCallum.
Mr. W. L. Alford.	Mr. J. MacNutt & Co.
Mr. H. T. Alford.	Mrs. J. H. May.
Miss N. Bailey.	Miss May.
Mr. C. S. Balf.	Miss F. May.
Rev. S. A. Bayley, M.A.	Mr. J. McWilliam.
Mr. W. Blayney.	Mr. T. Mitchell.
Mr. & Mrs. Briffington.	Mr. J. F. Noble.
Mr. E. Briffington.	Mr. W. Parfitt.
Mr. F. Briffington.	Mr. E. W. Parfitt.
Mr. F. Briffington.	Mr. E. W. Parfitt.
Miss M. Burkam.	Miss E. J. Platt.
Mr. C. T. Burkam.	Mr. S. Reich.
Capt. and Mrs. Combe.	Mr. and Mrs. Richards.
and child.	Miss G. S. Richards.
Captain R. Crawford.	Mr. J. H. Richards.
Mr. W. B. Crocker.	Mr. W. Robinson.
Mr. S. A. Crozer & Co.	Dr. R. C. Roby.
Mr. R. H. Douglas.	Mr. M. Le Roux.
Mr. W. A. Duff.	Mr. R. F. Rye.
Mr. C. N. Edlin.	Mrs. Schofield.
Mr. & Mrs. G. Eldred.	Mr. F. F. Shean.
Mr. G. Fenwick.	Mrs. A. Smith.
Mr. B. T. Goepfert.	Mr. C. Stephan.
Mr. L. Grunauer.	Mr. John Stewart.
Mrs. W. B. Harmsen.	Mr. W. Tarr.
Mr. & Mrs. G. Harmsen.	Mr. H. A. S. Thompson.
Mr. C. H. S. Harris.	Mr. F. W. Warburton.
Capt. & Mrs. Hodgins.	Mr. W. White.
Mr. G. Hooper.	Mrs. L. G. White.
Mr. J. J. Killha.	Mr. K. Widmer.
Mr. J. Kirkwood.	Mr. E. Wilton.
Mr. J. Kinghorn.	Mr. & Mrs. Wrottesley.
Mr. W. Krohn.	Miss Young.
Dr. Levenstein & Co.	
Mr. R. Love.	

MAILS EXPECTED.

THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer *Océan*, with the outward English mail, left Singapore on the 7th instant at 6 p.m., and may be expected here on the 14th.

THE AMERICAN MAIL.
The O. & S. S. Co.'s steamer *Galle*, with mails, &c., from San Francisco on the 16th ultimo, left Nagasaki on the 8th instant, at 4 p.m., and may be expected here on the 14th.
The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port via Yokohama and Nagasaki, on the 25th ult.
The P. M. S. S. Co.'s steamer *China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama and Nagasaki, on the 6th instant.

STEAMERS EXPECTED.

The *Glen* line steamer *Gleaner* from London and Straits, left Singapore on the 1st inst., and may be expected here to-morrow.
The steamer *Cam* from New York, left Singapore on the 3rd instant, and may be expected here to-morrow.
The China Mutual steamer *Chingwa*, from Newport and Liverpool, left Singapore on the 3rd instant, and may be expected here to-morrow.
The Australian Lloyd's steamer *Poulsen* left Singapore on the afternoon of the 6th instant, and may be expected here on the 14th.
The Ocean Steamship Co.'s steamer *Agamemnon* left Singapore on the 7th instant, and may be expected here on the 14th.
The P. & O. S. N. Co.'s steamer *Shanghai* left London for this port on the 14th ultimo.
The P. & O. S. N. Co.'s steamer *Formosa* left London for this port on the 25th ultimo.

Shipping

ARRIVALS.	
SIAM, British steamer, 992, J. F. Messer, 8th November—Salmon 31st October, Rice—Bradley & Co.	
PALAMER, British steamer, 1,289, Williams, 8th November—Amoy 7th Nov., General—Butterfield & Swire.	
NORMANDIE, Norwegian steamer, 628, E. A. Berg, 8th November—Samarang 27th October, Sugar—Melchers & Co.	
NIOR, German steamer, 1,440, E. G. Faff, 9th Nov.—Kobe 2nd November, General—Stevens & Co.	
LOO SOK, British steamer, 1,020, J. B. Jackson, 9th November—Bangkok 30th October, and Koh-i-chang 1st Nov., General—Yuen Fat Hong.	
NAMOA, British steamer, 864, H. C. A. Harris, 9th November—Fochow 6th Nov., Amoy 7th, and Swatow 8th, General—D. Laprak & Co.	
TAKSANG, British steamer, 977, W. H. Freeman, 9th Nov.—Canton 9th Nov., General—Jardine Matheson & Co.	
TAISANG, British steamer, 1,505, H. W. Hogg, 9th November—Canton 9th November, General—Jardine Matheson & Co.	
ARDOY, British steamer, 1,086, H. Smith, 9th Nov.—Tegal (Java), 28th Oct., Sugar—Jardine Matheson & Co.	
LY-KS-MOON, German steamer, 1,238, G. Haugmann, 9th November—Chinkiang 9th November, Rice and General—Stevens & Co.	
CHELYDRA, British steamer, 1,774, R. Cass, 9th Nov.—Calcutta, and Singapore 30th Oct., General and Opium—Jardine Matheson & Co.	
ACTIV, Danish steamer, 355, H. W. Storm, 9th November—Pakhol 5th Nov., and Hollow 8th General—Arnold, Karberg & Co.	

CLEARANCES AT THE HARBOUR OFFICE.
Wm. H. Smith, American ship, for New York, Macao, British steamer, for Swatow, &c.
Volute, British steamer, for Singapore, &c.

DEPARTURES.	
November 8, <i>Kwelyang</i> , British str., for Canton.	
November 9, <i>Lifoo</i> , German str., for Canton.	
November 9, <i>Formosa</i> , British steamer, for Swatow, &c.	
November 9, <i>Verona</i> , British str., for Nagasaki, Kobe and Yokohama.	
November 9, <i>Volute</i> , British str., for Singapore and London.	
November 9, <i>Macao</i> , British str., for Swatow, Singapore and Bangkok.	
November 9, <i>Takzang</i> , British str., for Shanghai.	
November 9, <i>Nanyang</i> , British steamer, for Shanghai.	

PASSENGERS—ARRIVED.
Per *Nishi*, from Kobe—3 Chinese and 3 Japanese.
Per *Palamed*, from Amoy—20 Chinese.
Per *Loo Sok*, from Bangkok—20 Chinese.
Per *Namoa*, from Fochow, &c.—70 Chinese.
Per *Ly-Ks-Moon*, from Chinkiang—10 Chinese.
Per *Chelydra*, from Calcutta—22 Chinese.

REPORTS.
The British steamer *Palamed* reports that she left Amoy on the 7th instant, and had fine weather and north-east winds throughout.
The British steamer *Chelydra* reports that she left Calcutta, and Singapore on the 30th ultimo. Encountered strong north-east gale with high seas.
The German steamer *Ly-Ks-Moon* reports that she left Chinkiang on the 5th instant, and had fine weather all the way. From Tientsin to port had fresh to moderate north-east monsoon.
The German steamer *Nishi* reports that she left Kobe on the 2nd instant, and had fresh east-north-east wind and high sea to Tientsin; thence to port had moderate breeze and high sea.
The British steamer *Stow* reports that she left Saigon the 31st ultimo, and experienced a strong north-east gale and high sea from Cape St. James to Maclesfield J.B. at; thence to port had strong monsoon and heavy head sea.
The British steamer *Loo Sok* reports that she left Bangkok on the 30th ultimo, and had fresh monsoon and fine weather; thence to port had strong monsoon and high head sea, and at times thick rainy weather.
The British steamer *Namoa* reports that she left Fochow on the 5th instant, Amoy on the 7th, and Swatow on the 8th, and had moderate monsoon, fine weather and smooth sea throughout. In Amoy the barque *Yulu*, in Swatow the steamship *Tuchong*, *Thaka*, and *Haitan*.
The British steamer *Arday* reports that she left Tegal (Java), on the 28th ultimo at 8 p.m., and had light northerly breeze and fine clear weather. On the 29th ultimo to 3rd instant had moderate northerly breeze and heavy rain; thence had strong north-west breeze with thick rainy weather and high north-west sea through Cananua Straits, and the same weather continuing until clearing April Passage, which was passed on the 1st instant at 6.30 a.m.; thence had moderate to light variable winds until the 3rd instant at 4 p.m. Spoke the barque *William Le Lachur*, in lat. 9.27 deg. north and long. 117.30 deg. east.

Post Office.

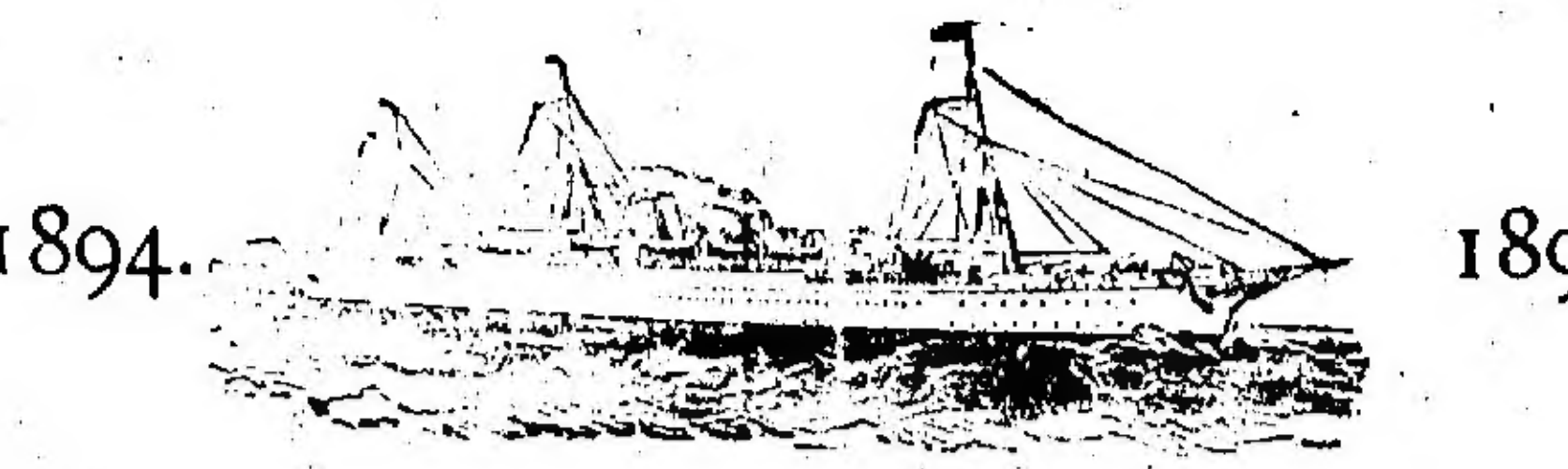
A MAIL WILL CLOSE.
For Swatow, Amoy & Fochow—Per *Namoa* to-morrow, the 10th instant, at 5 P.M.
For Cebu—Per *Bruma* to-morrow, the 10th instant, at 5 P.M.
For Singapore and Bombay—Per *Galle* to-morrow, the 10th instant, at 11.30 A.M.
For Kuching—Per *Lydhers* to-morrow, the 10th instant, at 11.30 A.M.
For Saigon—Per *Holstein* to-morrow, the 10th instant, at 3.30 P.M.
For Singapore—Per *Nishi* to-morrow, the 10th instant, at 3.30 P.M.
For Straits and London—Per *Palamed* to-morrow, the 10th instant, at 5 P.M.
For Hallow and Halphong—Per *Hongkong* on Sunday, the 11th instant, at 9 A.M.
For Europe, &c., &c.—Per *Bayern* on Monday, the 12th instant, at 2.30 P.M.
For Europe, &c., India via Tutcorin, and Mauritius—Per *Saghalien* on Wednesday, the 14th instant, at 11 A.M.
For Nagasaki, Kobe, Yokohama, and San Francisco—Per *Garik* on Tuesday, the 20th instant, at 5 P.M.
For Europe, India, &c., via Bombay—Per *Rohila* on Thursday, the 22nd instant, at 11 A.M.
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne—Per *Telus* on Friday, the 23rd instant, at 3.30 P.M.
For Shanghai, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of India* on Wednesday, the 28th instant, at 11 A.M.
For Shanghai, Kobe, Yokohama, Victoria, and Tacoma—Per *Tacoma* on Tuesday, the 12th December, at 11.30 A.M.

SHIPPING IN HONGKONG

STEAMERS.	
AGNES, French steamer, 300—Geo. R. Stevens.	
BREMA, German steamer, 1,842, Ch. Hasselmann, 28th Oct.—Samarang 18th October, Sugar—Order.	
BRUNHILDE, German steamer, 885, F. Bible, 7th Nov.—Kobe 7th November, General—Methers & Co.	
CONTINENTAL, Dutch steamer, 672, C. Schall, 7th Nov.—Bangkok 22nd Nov., Rice—Wieler & Co.	
DECIMA, German steamer, 655, C. Christensen, 8th Nov.—Port Wallah 4th Nov., Coals—Stevens & Co.	
EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 6th Nov.—Vancouver 14th Oct., via Yokohama, Kobe, Nagasaki, and Shanghai 4th Nov., General—Canadian Pacific Railway Co.	
FAME, British steamer, 117, Captain Stopart—Hongkong and Whampoa Dock Co.'s tug.	
GIBELLA, Austrian steamer, 4,253, A. Mills, 8th November—Kobe 3rd Nov., General—A. L. S. N. Co.	
HALLGONG, British steamer, 783, J. Roach, 28th Nov.—Fochow 21st October, and Amoy 1st November, General—D. Laprak & Co.	
HOLSTEIN, German steamer, 1,103, J. Bruhn, 9th Nov.—Saigon 29th October, Rice—Wieler & Co.	
HONGKONG, French steamer, 739, C. Bastian, 8th November—Halphong 5th November, and Hallow 7th, General—A. R. Marty.	
LYONS, Norwegian steamer, 2,014, B. Hammar, 2nd November—Japan 28th Oct., Coals—Mittell Bussan Kaisha.	
MONKUT, British steamer, 899, C. Stenham, 7th November—Bangkok 31st Oct., Rice and General—Yuen Fat Hong.	
PRAYA, 130, Captain Maclellan—Hongkong Government Tug.	
PRINCE, German steamer, 655, C. Sihar, 8th November—Tientsin 1st November, Bone—Butterfield & Swire.	
SPRATHE, British steamer, 1,355, Forsyth, 7th Nov.—Hongy 5th Nov., Coals—Jardine Matheson & Co.	
WORMSTEIN, British steamer, 1,895, L. Morier, 7th Nov.—Saigon 1st Nov., Rice—Doddwell, Casill & Co.	

SAILED YENMA.
ANY TURNER, American bark, 953, Warren, and October—Honolulu 24th August, Koroer OI—Order.
BANGOR, British ship, 2,041, Lee, 7th October—Canton 19th June, Coals—Order.
CALAN, American schooner, 35, Bruns, 6th June—Yap (Caroline Islands) 20th May, General—Order.
LACHAN, American bark, 795, B. Catanga, 2nd Nov.—Callao 1st August, Sugar—Order.
LILLIAN, L. ROYCE, British ship, 1,400, E. Z. Robinson, 10th Sept.—New York 31st April, Petroleum—Order.
VICTORY, British bark, 301, T. Martin, 24th October—Honolulu 17th Sept, General—Order.
W. M. J. ROYCE, British ship, 1,400, E. Z. Robinson, 10th Sept.—New York 31st April, Petroleum—Order.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th November.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 26th December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 23rd January, '95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS, (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddy's Street.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
<i>City of Peking</i> (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	Wednesday, 28th Nov., at Daylight.
<i>China</i> (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ...	Wednesday, 12th Dec., at Daylight.
<i>Peru</i> (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	Saturday, 29th Dec., at Daylight.

THE U. S. Mail Steamship

"CITY OF PEKING"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on WEDNESDAY, the 28th Nov., at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10 Gold in addition to the regular tariff rate.
Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the day previous to sailing.
All Parcel Packages should be marked to address in full; value of same is required.
Canadian Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, 7th November, 1894.

F. BLACKHEAD & CO. SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMAN'S PATENT MOTOR LAUNCHES.
DAIMLER'S PATENT MOTOR LAUNCHES.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.
HONGKONG, 10th Nov., 1894.

NOTICE.

JEV'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEV'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Distinguished have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities in all parts of the Colony, and to receive orders for Singapore and Hong Kong.

St. James' Buildings, C.B., C.E., and Sanitary Engineers, Local Government Board, London, W.C.

"It is the best Disinfectant in the world."
W. G. BENTLEY & CO.,
Hongkong, 10th Nov., 1894.

THE STEAMSHIP

"TACOMA,"
Captain V. Perkes, sailing at Noon, on TUESDAY, the 11th December, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE & YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.
For further information as to Passage or Freight, apply to

DODD, CARLILL & Co., Agents.
Hongkong, 7th November, 1894.

Intimations.

LEVY HERMANOS.
JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.
A great variety in Fancy Goods and Optical Instruments. Novelties received by every Mail.
10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER Always on Hand. L. MALLORY.
Hongkong, 24th June, 1893.

DENTISTRY.

DR. I. SAKATA (from Japan), Mr. SUI SANG, DENTAL SURGEON.
53, Queen's Road Central, First Class Dentistry and Moderate Fees.
Consultation Free.
Hongkong, 9th April, 1904.

SIEN TING, SURGEON DENTIST, No. 10, D'AR